

The Official Publication of the
**NATIONAL LOCKSMITH
AUTOMOBILE ASSOCIATION™**

1997 Ford Expedition XLT	page 1
Director's Page	page 3
BMW Ignition Removal After Attempted Theft	page 18
1996 Toyota Avalon.....	page 22
1995 Lexus LS400 Alarm Reset.....	page 36

1997 Ford Expedition XLT

by Michael Hyde



1. This time out we take a look at the 1997 Ford Expedition XLT.

(Continued on page 4)



GREG MANGO

General Motors Ignition Recall

General Motors recently released a product recall campaign regarding ignition lock cylinders binding on specified J and N body GM vehicles. General Motors has decided that certain 1997 J and N model vehicles may exhibit a condition in which the ignition key can be inserted into the ignition lock cylinder, but the cylinder will not always cycle to the "run" position.

To prevent the possibility of this condition occurring, General Motors recommends that dealers replace the tumblers in the ignition lock cylinder.

The vehicles involved were built within the VIN breakpoints shown below:

Proper repair procedure is to change the tumblers.

Should you get a call from a customer claiming that their key will not operate the lock and the vehicle is a 1997 Cavalier, Malibu, Sunfire, Grand Am, Achieve, Cutlass or Skylark, there's a good chance that the vehicle is under a recall. Dealers are changing the locks for free.

Chrysler Smart Key Immobilizer

Chrysler is introducing an Immobilizer of its own in 1998. It will

be called the Sentry Key Immobilizer System (SKIM). Along with this, Chrysler has also released new "M" codes for 1998.

Chrysler's version of a vehicle anti-theft system will be available on selected 1998 model cars. Like Ford and some General Motors vehicles, Chrysler will also use a transponder key in this new system. It will initially be on the 1998 Chrysler Sebring Convertible and Jeep Wrangler, with Chrysler LHS and Eagle Vision to follow.

The Chrysler transponder key has the transponder concealed within the molded plastic of its oval shaped head. The antenna fits like a ring over the ignition lock and is part of the Sentry Key Immobilizer Module which is located on the steering column.

According to a Chrysler service guide, the Chrysler transponder version involves not only programming the system to recognize keys, but actually programming information into the keys themselves. The service guide indicates that a key programmed for one car cannot be programmed to work with another car. Also, if there

are no working keys currently available, a new operating key cannot be programmed if the car's own identity code is not known. The service guide also suggests that if the identity codes of the SKIM or PCM are not retained, then the car will not start at all with new replacement modules.

Programming and troubleshooting is accomplished with an electronic device called the DRB III (this is Chrysler's unit). Programming the system to accept a new key involves inputting a PIN. If the data information is not properly input within three attempts, you will be locked out of access for one hour as the system will shut down. Not only that, you must leave the ignition turned to the "Run" position for one hour, before you can try again.

The information here is preliminary and more detailed information will be given as it is received. From the initial stream of information acquired, the new Chrysler SKIM anti-theft system may turn into a nightmare to service. Then again, that's what we thought when General Motors first introduced V.A.T.S. Only time will tell. **NIA**

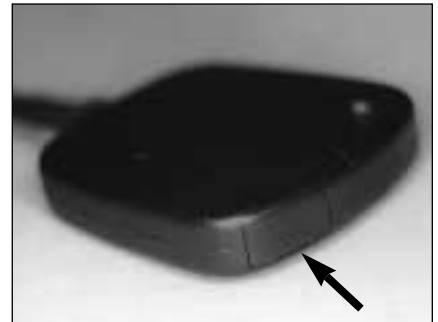
YEAR	DIVISION	MODEL	PLANT CODE	PLANT	FROM	THROUGH
1997	Chevrolet	Cavalier	Lordstown	7	V7100177	V7259888
1997	Chevrolet	Cavalier	Ramos Arizpe	S	VS800013	VS855991
1997	Chevrolet	Cavalier	Genasys	B	VB100001	VB102985
1997	Chevrolet	Cavalier	Lansing	M	VM100026	VM141235
1997	Chevrolet	Malibu	Oklahoma City	6	V6100001	V6125762
1997	Chevrolet	Malibu	Wilmington	Y	VY100002	VY103148
1997	Pontiac	Sunfire	Lordstown	7	V7500004	V7567122
1997	Pontiac	Sunfire	Ramos Arizpe	S	VS800027	VS850623
1997	Pontiac	Sunfire	Genasys	B	VB200001	VB202247
1997	Pontiac	Grand Am	Lansing	C	VC700065	VC790677
1997	Pontiac	Grand Am	Lansing	M	VM500196	VM548545
1997	Oldsmobile	Achieva	Lansing	M	VM300001	VM317393
1997	Oldsmobile	Cutlass	Oklahoma City	6	V6300067	V6309326
1997	Buick	Skylark	Lansing	C	VC400002	VC431688

1997 Ford Expedition XLT

(continued from front cover)



2. This model is equipped with the new Ford 8-Cut Transponder System also called P.A.T.S. (Passive Anti-Theft System).



3. There is a spot on the top edge of the key where the PATS chip is inserted.



4. If you insert a key that is not equipped with a PATS chip or a PATS chip not recognized by the system and turn on the ignition, the "THEFT" light on the dash will light up and stay lit. When you insert the correct key the "THEFT" light will stay lit for only a few seconds.

O P E N I N G



5. To open the car is pretty easy, since the linkage is vertical and exposed. Use a good light, if needed, and a vertical slide linkage tool to grasp the rod and pull upwards to unlock the door.



I G N I T I O N



6. The ignition lock mounted in the column.

7. To service this ignition with or without a Transponder is the same. To remove the ignition cylinder, simply insert a working key and rotate it clockwise to the first accessory position. Now insert a probe into the access hole in the plastic steering column shroud to depress the active retainer. Slide the cylinder out of the column.



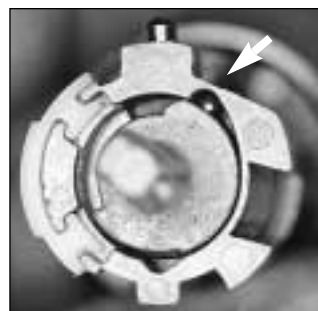


8. The ignition cylinder being removed.

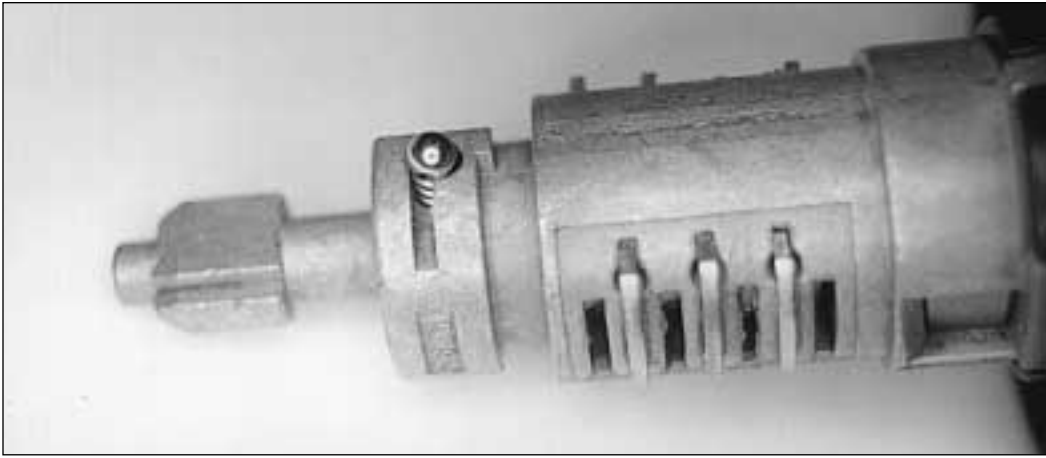
9. A view of the ignition housing. In the housing you can see the slot where the lock cylinder tailpiece interlocks to the housing switch.



10. The ignition cylinder is pictured.



11. To disassemble the ignition cylinder, insert a working key and rotate the cylinder clockwise as far as it will turn and then use a small probe to depress the ball bearing in the rear of the lock. Once the ball bearing is depressed you will be able to rotate the cylinder even farther and then slide the cylinder plug out. The ball bearing will eject into the cavity the active retainer occupies. You can gently lift the active retainer out to see the ball bearing. When re-assembling, you will use this cavity to reload the ball bearing, they have made it quite simple.

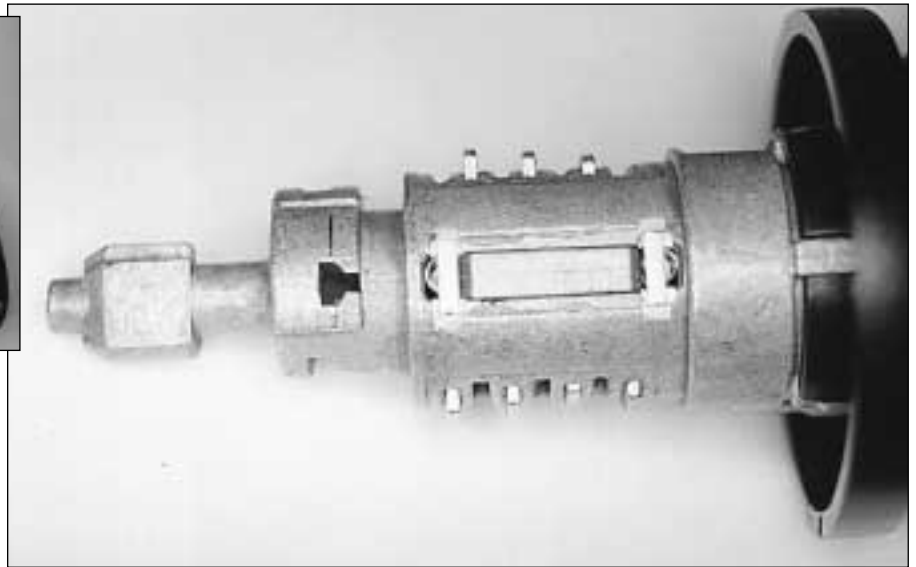


12. The ball bearing and spring as they rest in the cylinder plug.



13. The ignition cylinder plug contains seven wafer tumblers in positions 2 through 8. The lock uses a sidebar. The tumblers do not go above the shear line when an incorrect cut key is inserted. Be careful not to let the buzzer activator drop out.

Strattec replacement part number for an ignition service package is 703370. The tumblers for the ignition can be found in the Strattec Ford 8-cut Pinning Kit 703373.



14. The door lock cylinder is interrogated into the door handle.



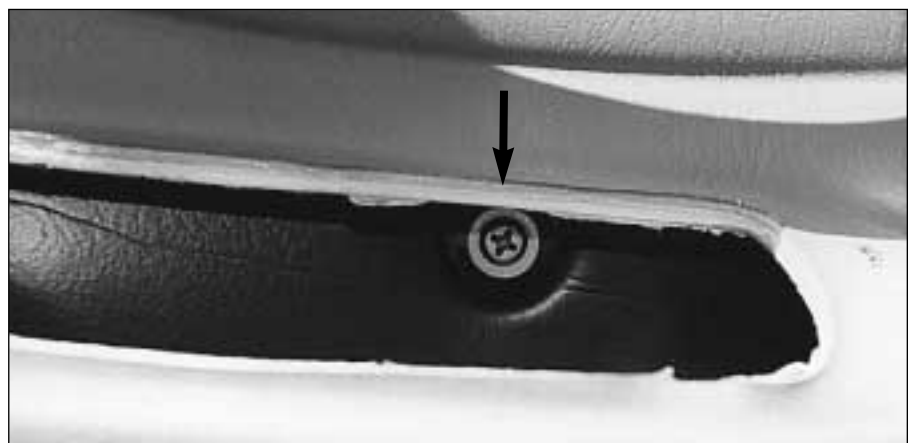
15. To remove the door panel is pretty easy.

16. First, unsnap the power window and power door lock control trim.



17. Disconnect the wiring attached to the switch's.

18. Remove the hidden panel screw located in the power window and power door lock control cavity.

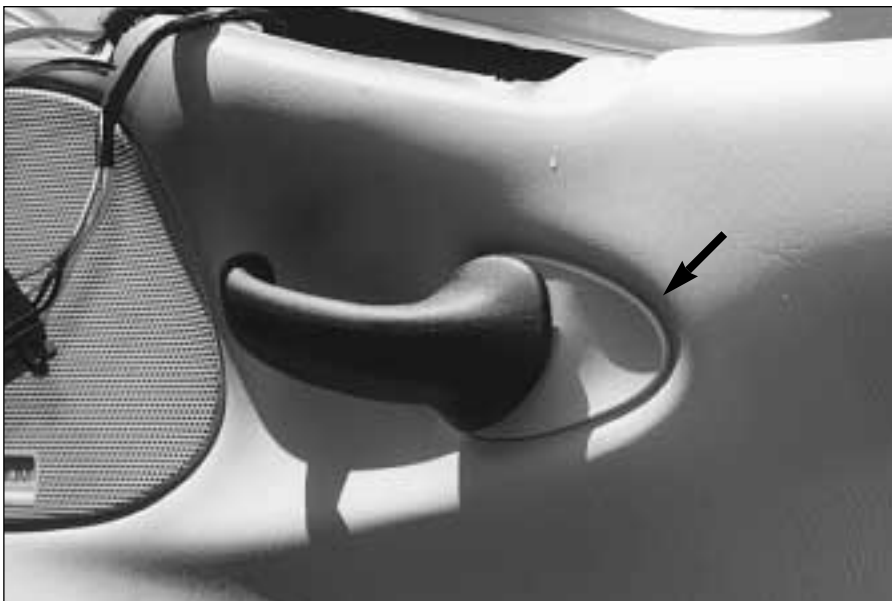




19. Unsnap the trim cover on the upper forward section of the panel.



20. Remove the panel screw.



21. There is plastic trim cover behind the inside door release lever. Unsnap the cover.



22. Remove the 10mm bolt that holds on the lever.



23. There is a marker light located on the lower rear section of the panel. Unsnap the lens and then remove the panel screw.





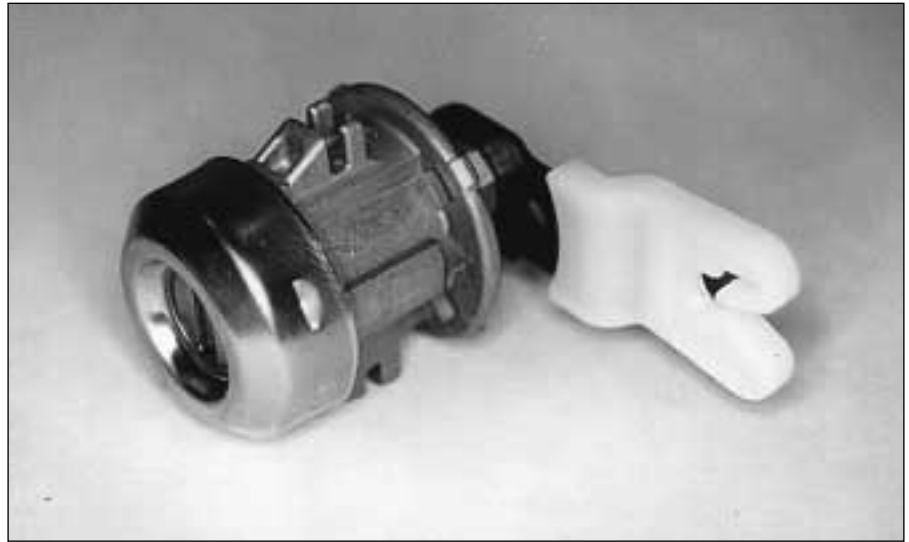
24. The panel can now be removed. The door panel use hook type fasteners. You will have to lift upward on the panel to remove it.

25. A view of the door panel removed. You will have to gently pull back the thick noise and moisture door liner.

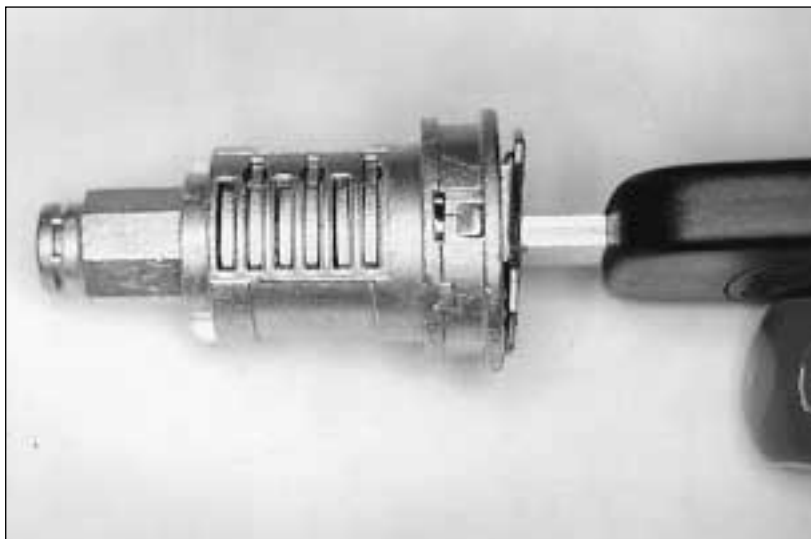
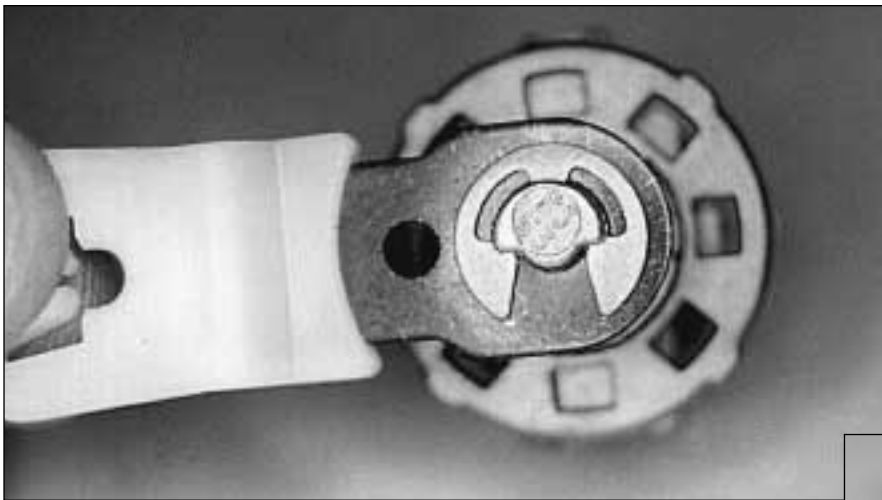


26. There is plenty of room to access the lock cylinder. Unsnap the wire clip far enough to remove the lock cylinder.

27. The door lock cylinder is pictured.



28. To disassemble the door lock cylinder you will need to remove the tailpiece and unsnap the face cap. The face cap is reusable.



29. The door lock cylinder contains six tumblers in positions 1 through 6. To remove or insert a tumbler it will be necessary to rock the tumbler back and forth. The door lock cylinder housing has a detent in it.



30. The door lock disassembled is pictured. Strattec replacement part number for a door lock service package is 703362. Replacement face-cap part number from Strattec is 322257. The tumblers for the door can be found in the Strattec Ford 8-cut Pinning Kit 703373.

31. The rear hatch lock is located in the middle of the hatch and controls the locking & unlocking of the window glass and hatch.



32. To service the lock cylinder it will be necessary to remove the rather large trim panel.

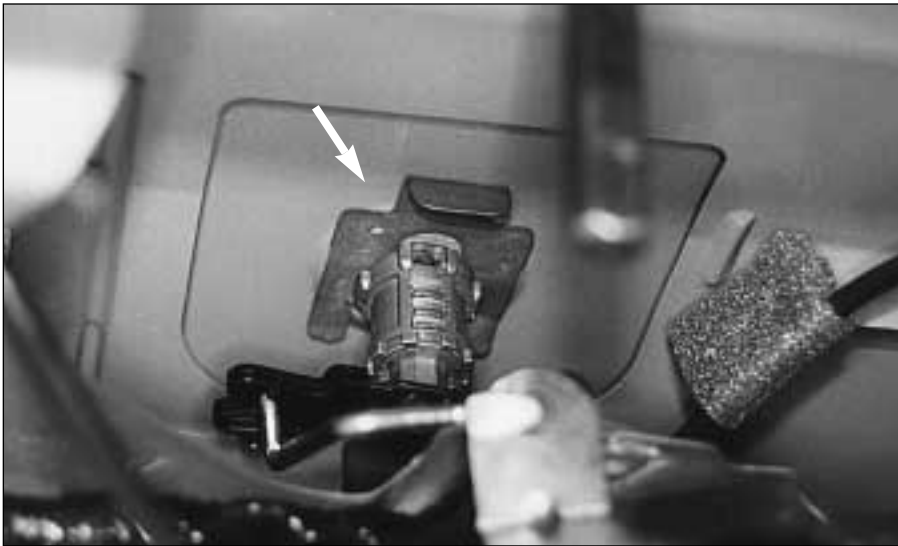


33. Remove the two grip handle screws.

34. The fasteners used on the rear hatch are different than the ones used on the doors. The rear hatch uses the standard push-in style panel fasteners.

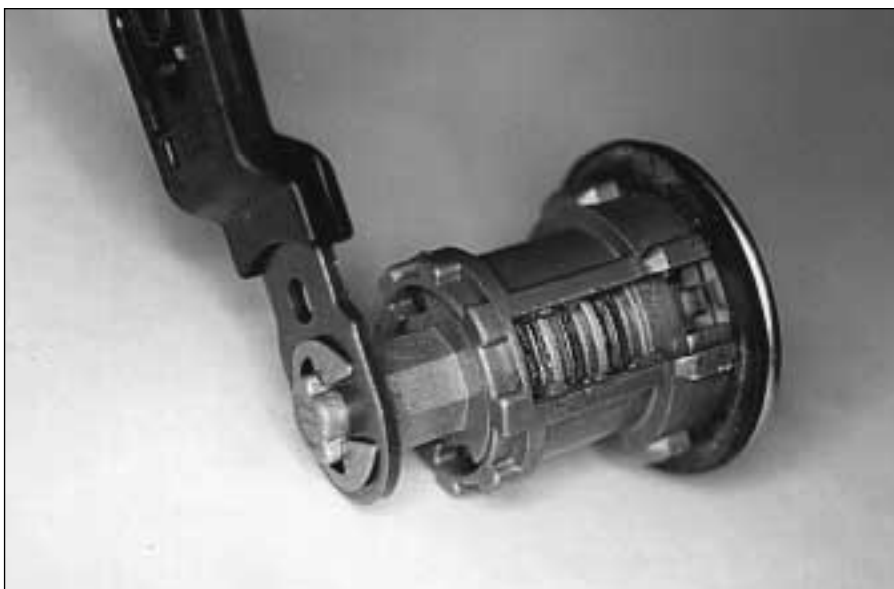


35. Once the panel is removed it will be necessary to remove the three bolts that hold the large bell crank on, this will give you easier access to the lock cylinder.

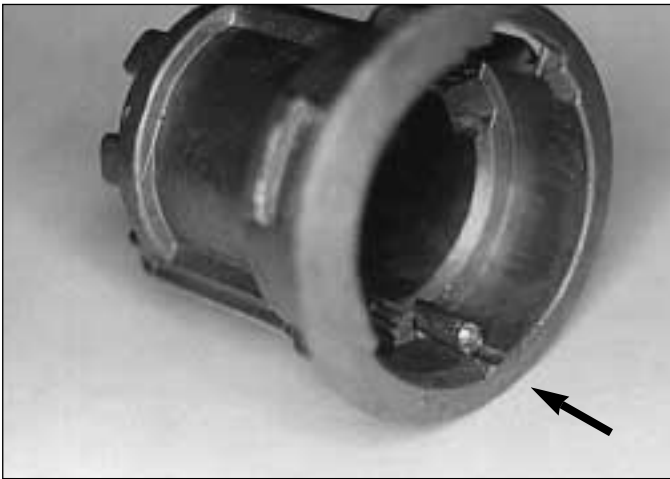


36. Remove the metal horseshoe clip and disconnect the linkage rod to remove the lock cylinder.

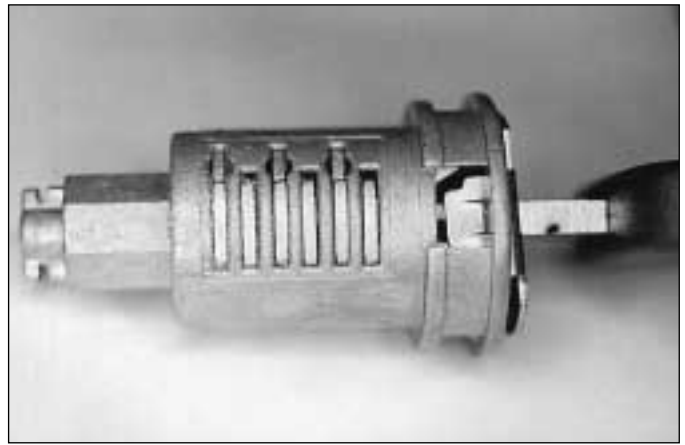
37. The trunk lock is pictured.



38. To disassemble the rear hatch lock cylinder you must first remove the face-cap & tailpiece.



39. A view of the detent in the cylinder housing.



40. To remove or insert a tumbler it will be necessary to rock the tumbler back and forth. The rear hatch cylinder contains tumbler in positions 3 through 8.



41. A view of the lock cylinder disassembled.

42. The glove box is pictured. There is no lock cylinder.



Making First Key:

There are two steps, first you must make a mechanical key and then program in the new PATS (Transponder) code.

Step One / Mechanical Key:

Method #1 — Use EEZ-Reader in door lock, to determine cuts in positions 1 through 6, and then progression the two remaining cuts in the ignition, for positions 7 & 8. Or, impression/progression the remaining two cuts in the trunk lock. (The EEZ-Reader is sold by H.E. Mitchell Co.)

Method #2 — Remove the door cylinder and disassemble to decode the tumblers. Progression the two remaining cuts in the ignition, for positions 7 & 8. Or, impression/progression the remaining two cuts in the rear hatch lock.

Step Two / Transponder:

Programming Replacement Keys. (No other working key for car is available.)

1) Put the newly cut key into the keyway and turn it to the ON (RUN) position. A theft indicator light on the dashboard will flash for 15 minutes.

2) Within 5 minutes after the indicator light stops flashing, turn the ignition to OFF, then return to the ON (RUN) position. The

indicator light again will flash for 15 minutes.

3) Again, within 5 minutes after the indicator light stops flashing, turn the ignition to OFF, then return to the ON (RUN) position. The indicator light again will flash for 15 minutes.

When the light stops flashing for the third time, the new key is programmed into the computer and will start the car. All previously stored codes will be erased. To stop the process at any time, simply remove the key and use an existing key to start the car.

To Create Just A Spare Key:

As many as 16 keys, each with its own individual electronic code, can be programmed into the computer for a vehicle equipped with PATS. The system will ignore attempts to enter a 17th code. If a key already programmed into the computer is available, programming another key only takes seconds.

1) Place an already programmed key in the keyway. Cycle the ignition from OFF to ON(RUN) to OFF.

2) Within 15 seconds, insert the new, properly cut PATS key in the ignition. Turn the key to ON(RUN) or START. The theft indicator light will go on for two seconds, after

which the key will start the vehicle.

3) Repeat the second step for each new key to be programmed.

4) If the light flashes for 15 minutes, too much time elapsed between cycling of the already programmed key and the new key. If this happens, simply start over. If the light flashes for 1 minute, the new key is defective or is not a PATS key. Start again with a different key. To stop the process at any time, simply remove the key and use the pre-existing key to start the car.

5) To remove any key code from the system, erase all stored codes using the programming mode and re-enter the desired spare keys.

Code Series: FORD 8-Cut,
0001X-1706X
Key Blank: Ilco: H72-PT
Silca: FO38RT3
Curtis: H72-PT
M.A.C.S.: 2
Framon:
First cut: .405

Use spacing clip, align tip of key with left side of vise. Lay clip FLAT on left side of vise and slide key in from right.

Cut to Cut: .092

Depths: 1=.354, 2=.329, 3=.304,
4=.279, 5=.254 

NOTES:

BMW Ignition Removal After Attempted Theft

by Michael Hyde

NOTE: The methods described in this article are of the author only. It is meant as an alternative to servicing this particular vehicle with this particular problem. No liability is assumed whatsoever. Techniques are solely the responsibility of the user.



1. This 1989 BMW 3 Series was the victim of an attempted theft. It is not uncommon for an inexperienced car thief to try using a dent puller on an ignition that cannot be pulled this way. The end result is the screw breaks off in the ignition cylinder. The customer calls you up and says "There is something stuck in the ignition lock." Some customers know it's a screw, some think it is broken key and others don't know what's wrong, except they can't get their key in the lock to start the car and go to work.



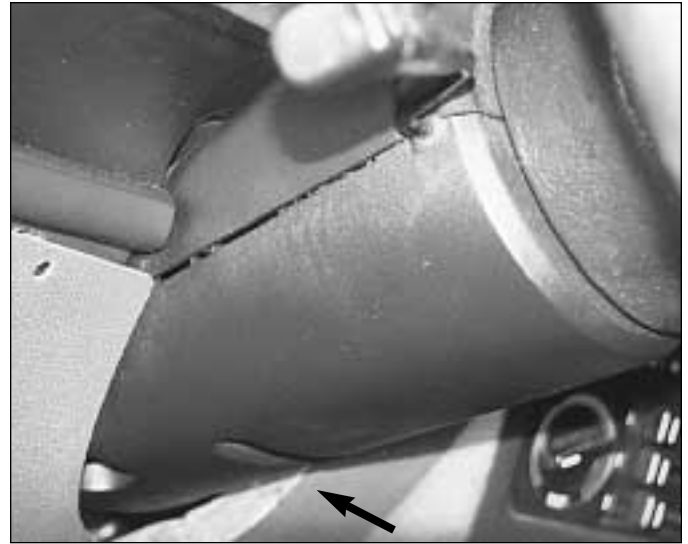
2. A closer view of the ignition lock cylinder. The plastic column shroud sits very close to the ignition lock cylinder and it is my practice to move the shroud out of the way enough to work on it.



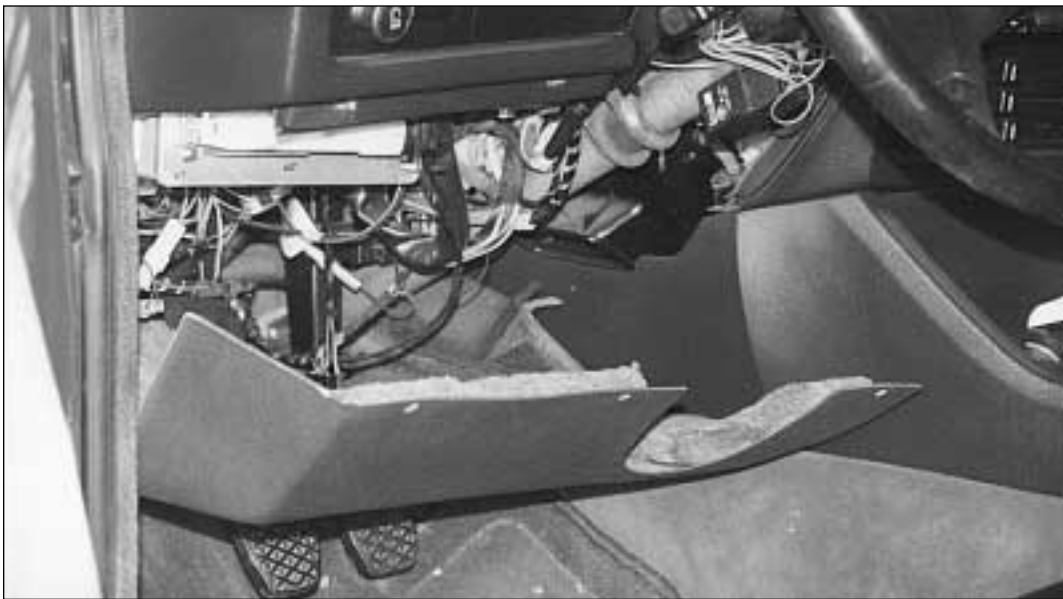
3. The first step is to unsnap the horn trim ring with a small flat-bladed screwdriver.



4. Now you can remove the large nut that holds on the steering wheel. The steering wheel will not remove while the lock cylinder is in the "Off" position. This procedure is needed to give you more play in the plastic column shroud.

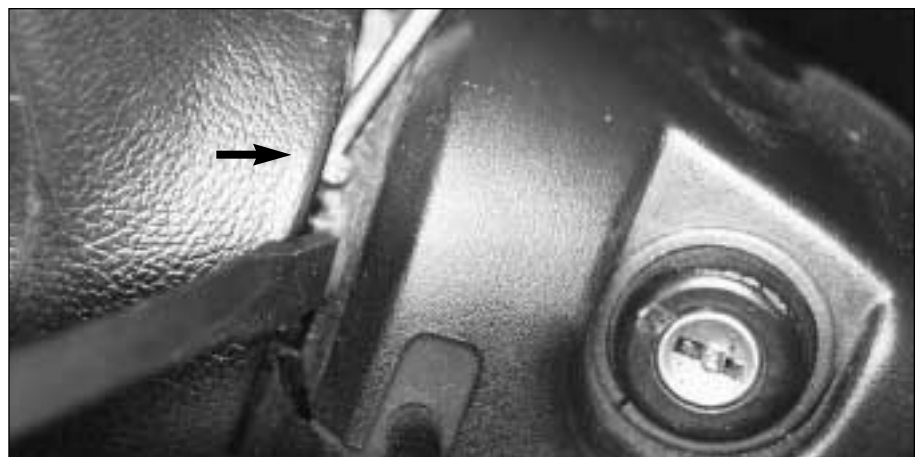


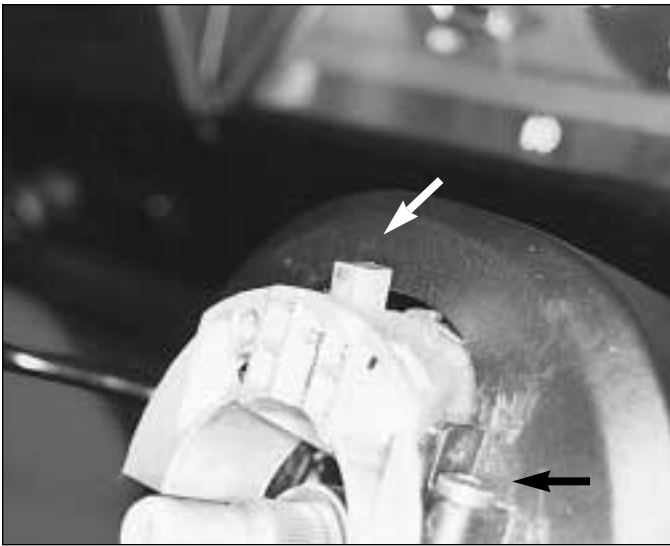
5. Unscrew and remove the bottom shroud screws.



6. To get to the rear shroud screws it will be necessary to drop the lower dash trim panel (knee bolster).

7. There are two remaining screws that hold the shroud on. They are somewhat difficult to get to. Use a screwdriver as a wedge to open the area between the plastic shroud and the steering wheel. Then you will be able to insert a Phillips-head screwdriver to remove the screws. There is one on each side of the column. The bottom portion of the shroud will drop out of the way.





8. This is a view of the locking bolt that holds on the steering wheel and also more importantly locks it in place when the car is not in use. One of the hard to get to shroud screws is also visible. As a reminder, you will not be able to remove the steering wheel while the lock cylinder is in the "Off" position.



9. Now that the shroud screws have been removed you can wedge the upper shroud piece up far enough to just barely clear the lock cylinder.



10. I used a Dremel tool to make a cut in the hardened black face cap ring.



11. I then rotated the ring and made another cut. I can now easily remove the ring.



12. Use a screwdriver to pry off the hardened sliver face of the plug.



13. There are a couple of different ways you can remove the plug. You can use a puller to remove the plug, or you can drill the plug far enough to clear the retainer cavity. This ignition had a hardened plate in the plug. I had to switch to a Carbide drill bit about a 1/4" into the plug. I drilled the plug about a 1/2" and then was able to pull it out.



14. Since the plug was removed I could now insert a wire probe and depress the retainer and remove the cylinder. The only thing left was to re-code the new cylinder, install the new cylinder, re-assemble the column and clean up the carpet. NLA

NOTES:

1996 Toyota Avalon

by Michael Hyde



1. Lets take a look at the flagship of the Toyota product line. The keying kit for this model is ASP part number A-30-108 or A-30-150. This car uses the newer Toyota keyway and tumbler system, incorporating split tumblers. However, these tumblers use a different rule of thumb than most other brands using split tumblers. Since these split tumblers ride on the same side of the key as a team, they must then always be the same depth. Therefore, it is not necessary to know which chambers use split tumblers to generate a key to this car. In other locking systems, such as your high-security sidewinder keys, the split tumblers will ride on opposite sides of the key allowing for different depths to be used. This is a one key car as typical with most Japanese cars. This model also comes with a Valet key to lockout using the trunk and glove box locks.

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2. Opening this car is simple. We used a narrow "Under the window" tool on the passenger front door. Insert the tool as far forward as possible.



3. The tool in the working position. Some models may relock on you. Just try it again while pulling up on the door handle at the same time very fast.

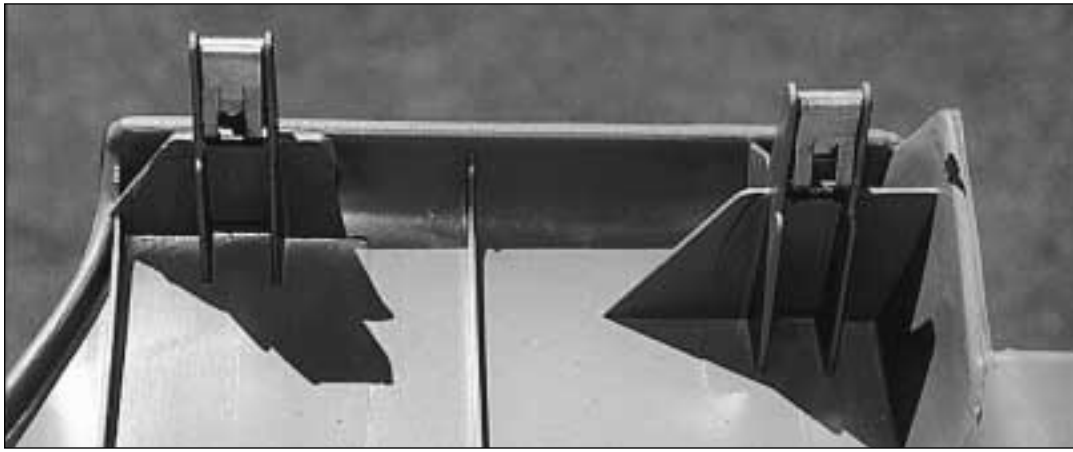
4. The ignition lock appears to be an in-the-dash type, but is really connected to the steering column.



IGNITION



5. The knee bolster has to be removed to access the active retainer on the ignition. Remove the two phillips-head screws on the bottom portion and then unsnap the upper portion.



6. A view of the snap fasteners used on the knee bolster.



7. To service the ignition cylinder lock, pop-off the colored trim ring.



8. The edge part of the dash can be unsnapped, gently.



9. There is not much room, but it will be enough to remove the plastic illumination ring.



10. A look at the plastic illumination ring.



11. The knee bolster out of the way it is easy to access the ignition retainer.

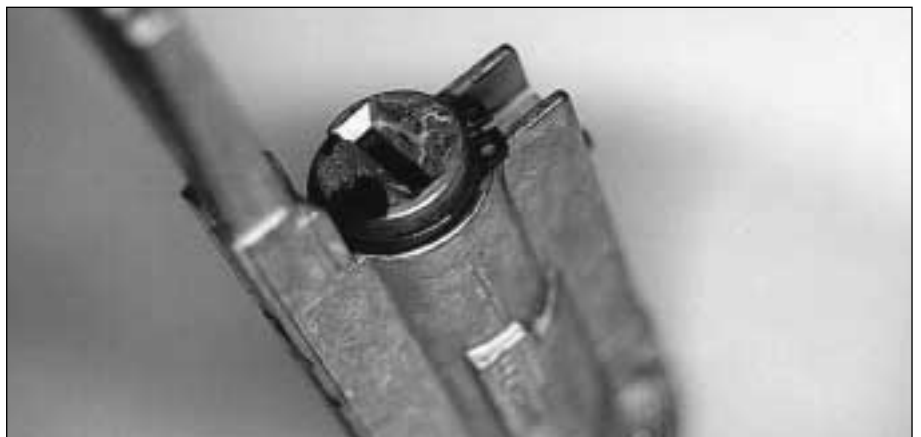
14. To disassemble the ignition cylinder you must remove the tru-arc retainer on the back end of the cylinder plug.

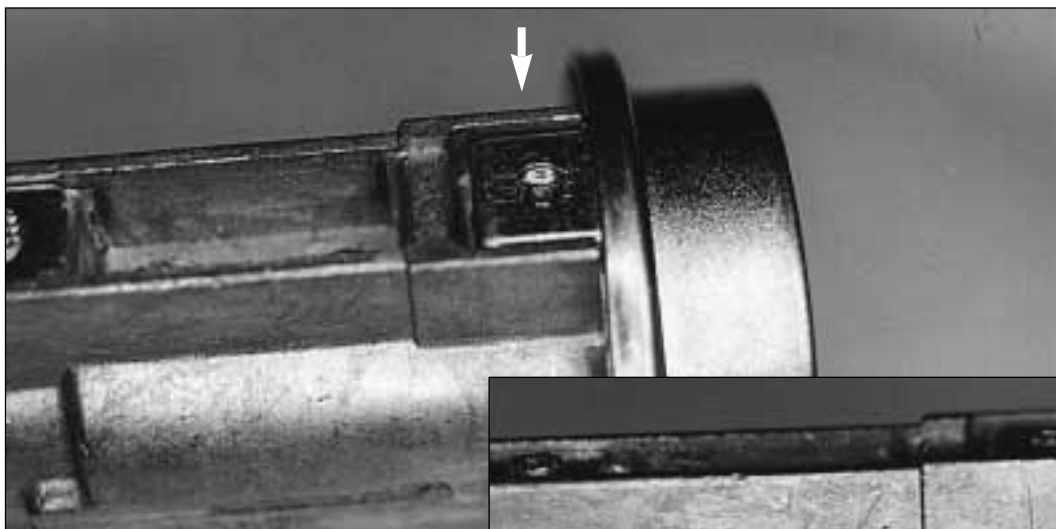


12. Insert a working key and rotate it to the "ACC" position. Depress the retainer and remove the lock cylinder.

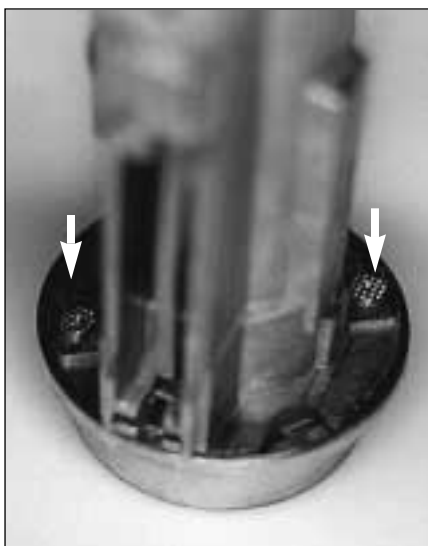
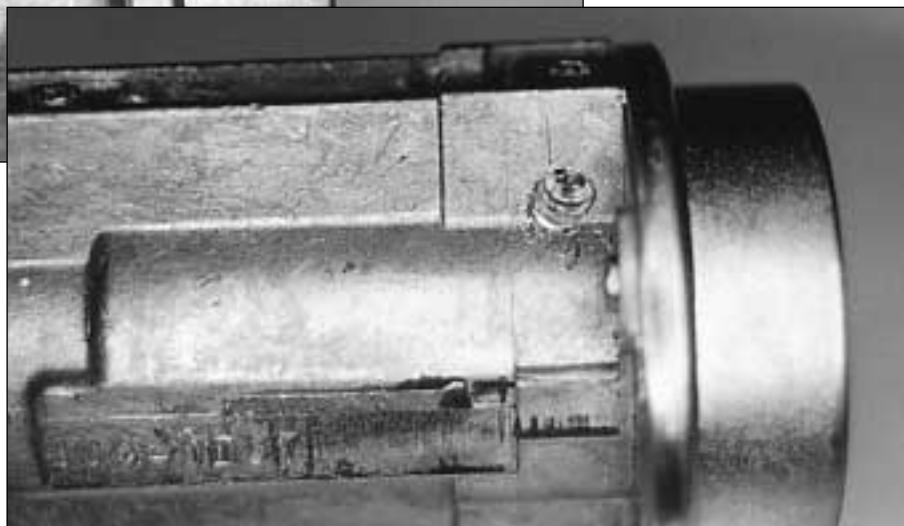


13. The ignition cylinder.





15. This lock has a face cap on it that must be removed. The face cap is held to the cylinder by both a roll pin and two staked posts. The hole the roll pin sits in is concave. The easiest way to remove it is to drill a 7/64" hole on the side of the housing to lift up the pin from the bottom.



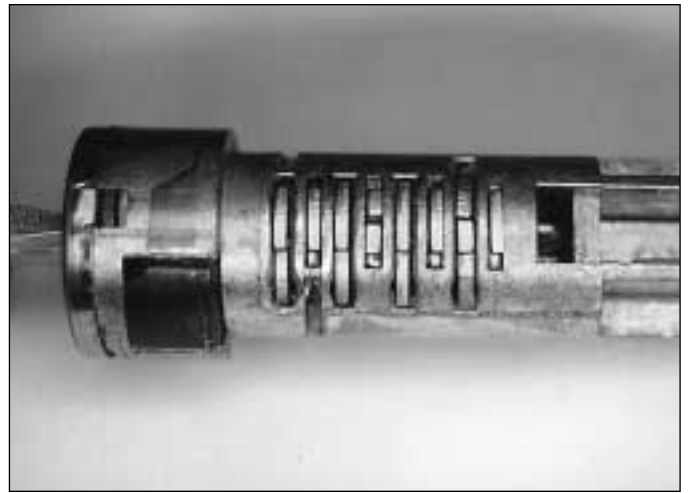
16. The two stamped posts are shown.



17. The posts are part of the cylinder face cap and travel through the front of the cylinder body and then are "peened" or "staked" so there is enough extra metal overlapping to hold the cap in place. Use a pin punch to evenly tap on each post until the cap is removed. Remember you must do this evenly or you can break one of the posts. Use a vise to help hold the cylinder, be careful not to crush the lock.



18. The face cap removed from the lock cylinder. To slide out the cylinder plug you will need a working key.

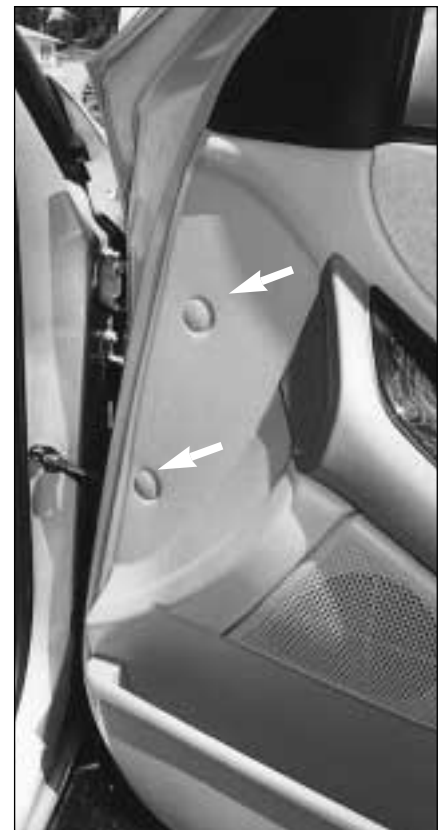


19. The cylinder plug contains two sets of split tumblers in positions four and seven from the bow.

20. The door lock cylinder is part of the door handle assembly.



21. The door panel must be removed to service the door lock cylinder.

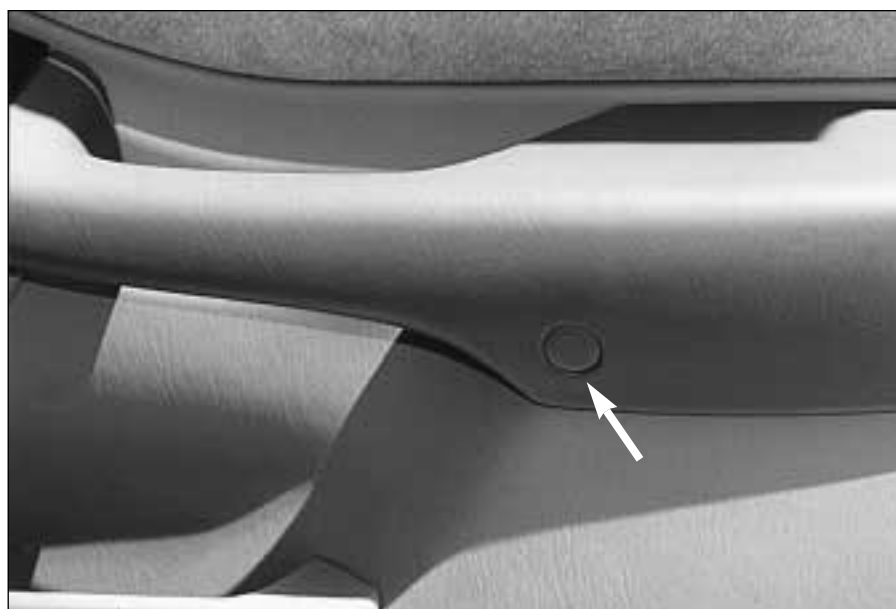


22. There are two phillips head screws located at the forward section of the door panel and hidden under trim covers. Remove the screws.



23. There is a plastic fastener on the rear edge of the door panel that must be removed. Gently press in on the center part of the fastener about an 1/8" to loosen it and then pull out the whole fastener.

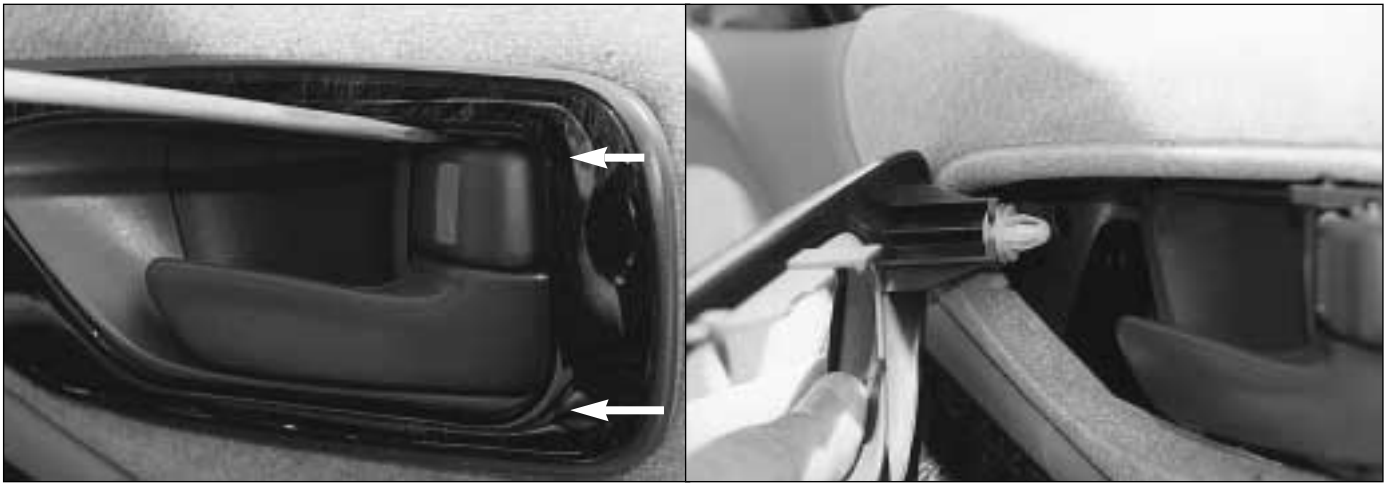
25. Along the very bottom edge of the door panel are 4 screws that must be removed.



24. On the bottom side of the armrest is a screw hidden behind a trim cover that must be removed.



26. Unsnap the black trim cover on the upper forward section of the door.



27. To remove the trim cover that sits in the inside door release and lock button cavity it will be necessary to use a small flat-head screwdriver to lift the top and bottom sections off the metal posts. There is also a snap fastener that holds the forward section of the trim piece to the door.



28. Use a small flat head screwdriver to gently lift up on the forward section of the door control unit trim. Behind that trim is another screw fastener that must be removed. Now you can remove the door panel. It uses the standard plastic push-in clips. Once the panel is removed you will need to disconnect the associated door panel wiring.

29. A view of the door's linkage rod's with the panel removed.





30. The lock/handle assembly is held to the door by two 10mm bolts. These bolts can be accessed through these two holes in the door's sheet metal.



31. If your just looking for the code, lift outward on the bottom of the handle assembly and you can read the code off of the lock without removing the lock.



32. Remove the 10mm bolt holding the lock cylinder into the handle. To make the job easier for you, disconnect the door lock cylinder wiring off the back of the lock cylinder.



33. The door lock cylinder.



34. The code can be seen on the side of the lock.



35. To disassemble the lock cylinder, remove the tailpiece and remove the face-cap. The face-cap is reusable and there are no replacements available.



36. The cylinder plug contains all the tumblers. It has split tumblers in positions four and seven.



37. An example of the type of tumblers used in all the locks on this car. It is important to remember that some tumblers, depending on production cycles, have a number one stamped on it and may be a number one depth. In some other cases it may be a number four depth, even though it is stamped number one. Watch out for reverse depth stamping.



38. The door lock cylinder disassembled.

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39. The trunk lock cylinder is located to the right of the license plate area.



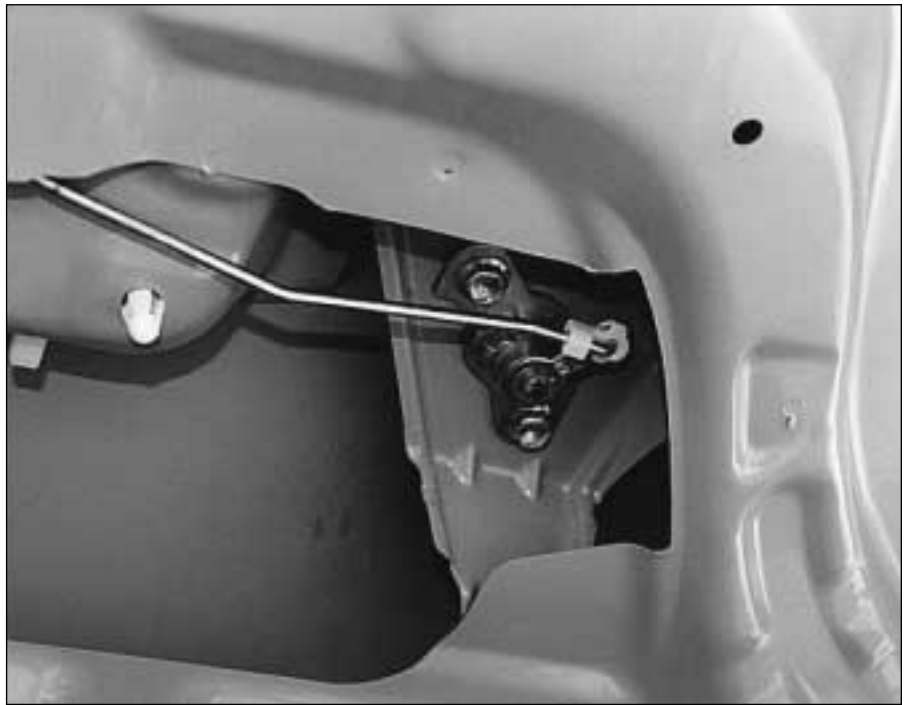
40. There is a manual trunk release lever located to the left side of the drivers seat.



41. The cloth-like material liner must be pulled back or removed to access the trunk lock cylinder.



42. The type of fastener used on the trunk liner.



43. The trunk lock cylinder is held in place by two 10mm bolts.



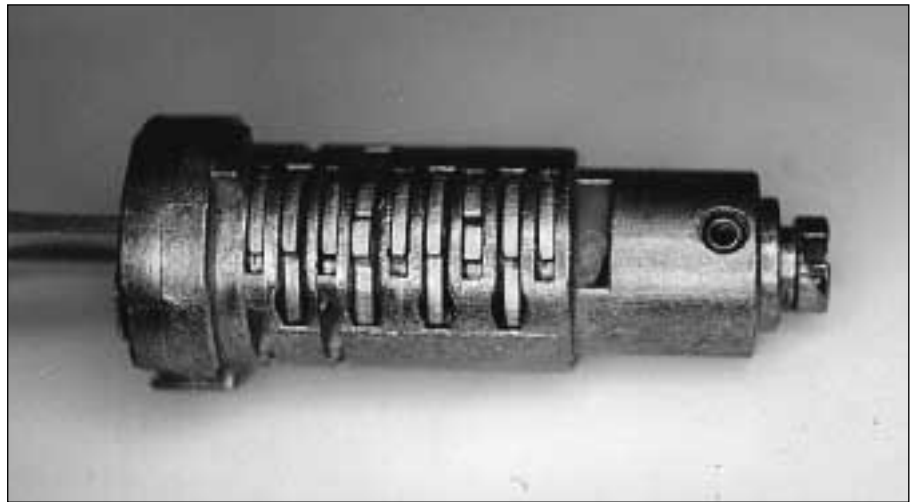
44. The trunk lock cylinder.



45. To disassemble the trunk lock cylinder, remove the tailpiece and the face-cap. The face-cap is reusable and there are no replacements available.



46. Be aware of the ball bearing in the back of the lock as you disassemble it.



47. It is common for dust shutter assemblies on these locks to fall apart as you remove the face-cap. The trunk cylinder plug contains all the tumblers. It has split tumblers in positions four and seven.



48. The glove box.



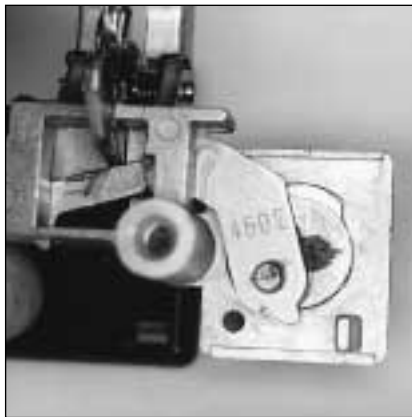
49. The glove box lock is held in place by two phillips head screws. Remove the screws and slide out the lock assembly.



50. The glove box lock assembly.



51. Unsnap the plastic cover that sits in front of the cylinder plug.



52. To slide out the cylinder plug, depress the retainer on the rear of the lock assembly.



53. The cylinder plug contains tumblers in positions five through eight with a spit tumbler in position eight. The valet tumbler is in position nine.

GENERATING FIRST KEY:

Method #1). Check owners manual for code, written in by the dealer or fellow locksmith.

Method #2). Loosen passenger door cylinder and read code stamped on lock.

Method #3). Disassemble door cylinder or trunk cylinder and decode wafers to make master key.

(TIME: 10-25 minutes, FEE FOR SERVICES: \$55 - 95)

SPECIFICATIONS:

Code Series: 10000-15000

Key Blank: Ilco X217/

TR47 /Silca TOY43

Reed Codes: 11-02-064

HPC 1200CM: XF208,

PUNCH PF208

M.A.C.S: 2

First Cut: .885

(measured from tip)

Cut to Cut: .090

Depths: 1=.323, 2=.299, 3=.276, 4=.252

FRAMON: Use Ford 5 PIN

Spacing Clip, Set

Starting Cut: .017

(First Cut From Bow)

NLA

NOTES:

1995 Lexus LS400 Alarm Reset

by Michael Hyde

Scenario: Customer's keys locked in the trunk.



1. The Lexus line of cars use a sophisticated alarm system. If you were to unlock the car with anything other than the key or key fob, the alarm would sound and the car's computer would shut down the certain electronic controls including the trunk release switch. In the past you could jump the control wires behind the kick panel on the driver's side. Lexus has added a new element to the system, a door lock control computer. The new door lock computer is mounted directly on the doors. It is now necessary for you to remove the door panel and jump the circuit that goes to the door lock cylinder.

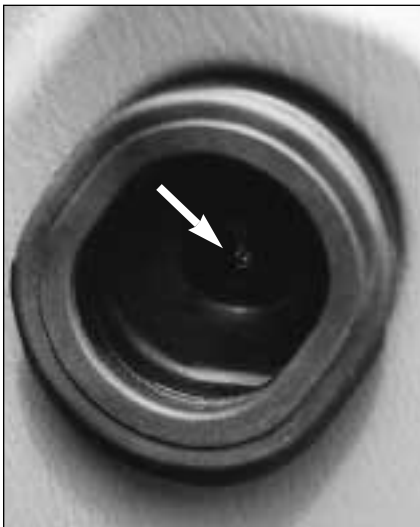
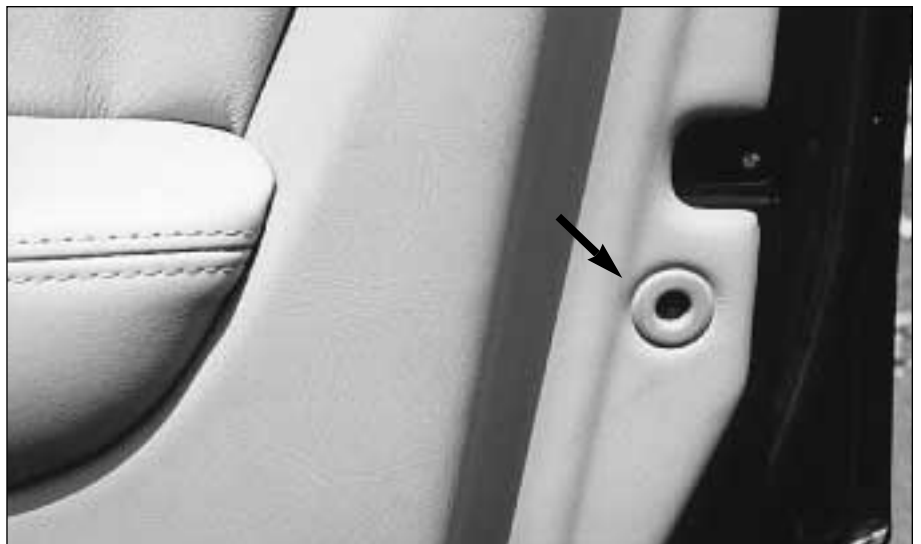
2. A view of the Valet switch lock and the electric controls for the gas door and trunk release. Once you open the car with a car-opening tool the trunk release button shuts down. It will then be necessary to reset the alarm.



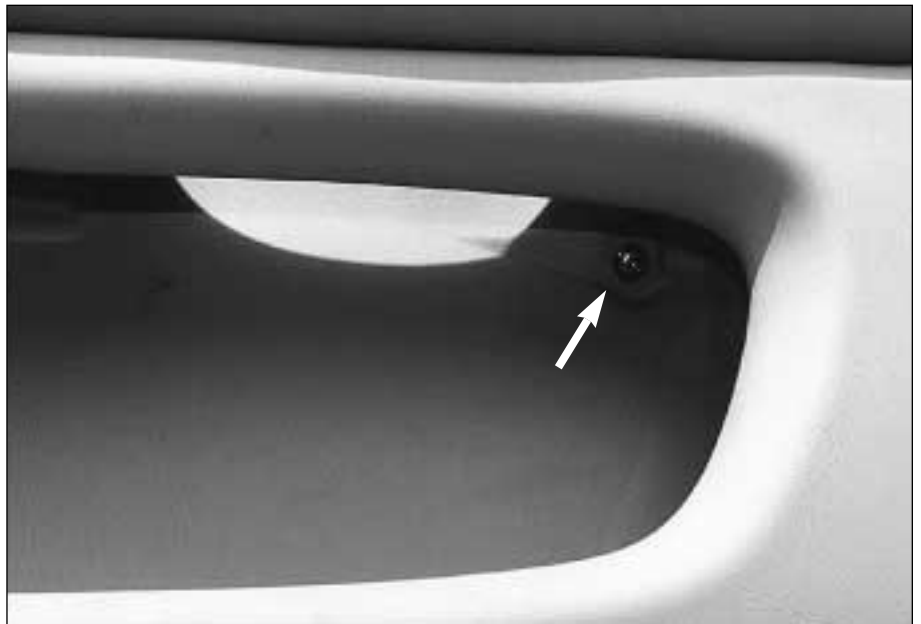


3. The front passenger door panel will have to be removed.

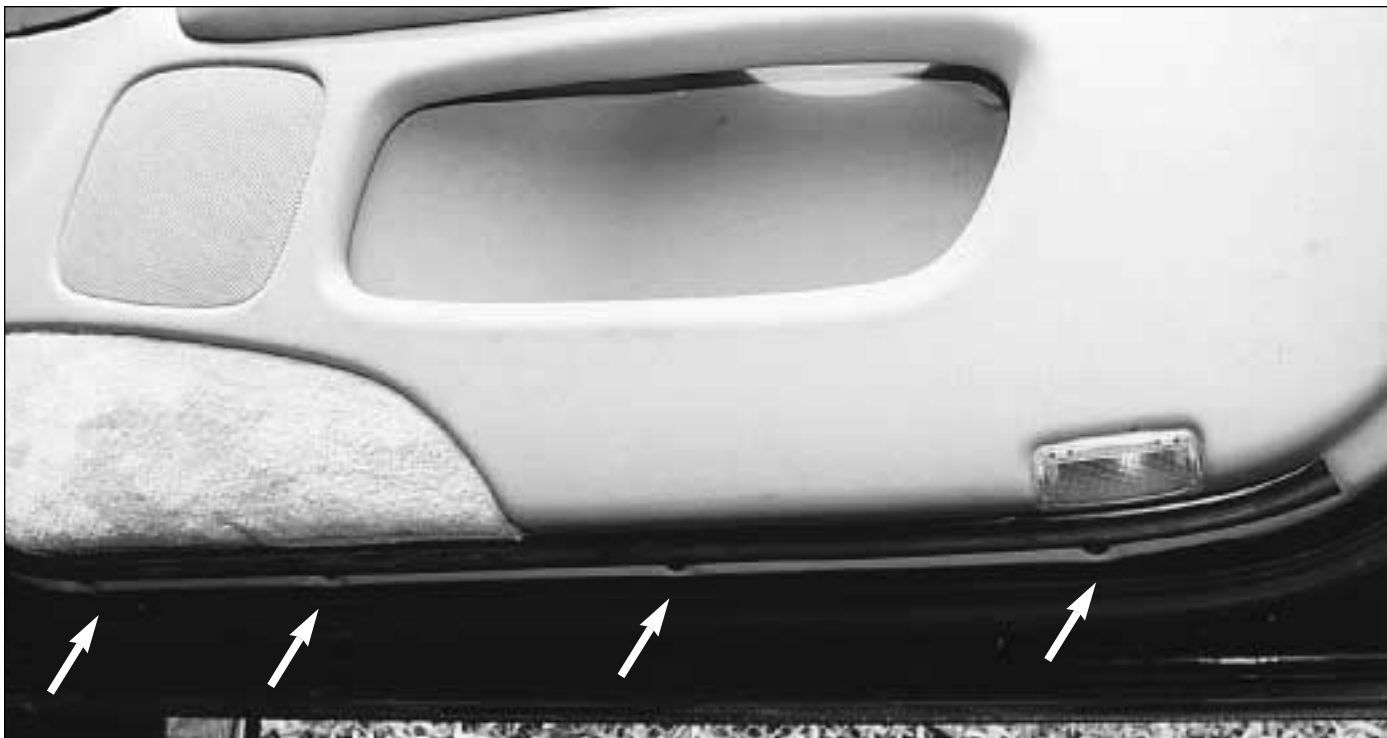
4. Remove the trim bumper on the edge of the door near the latch.



5. Remove the Phillips head screw on the forward section of the door, inside the defroster tube.



6. Remove the panel screw under the armrest.



7. There are four panel screws located on the very bottom of the panel. You will need to remove them.



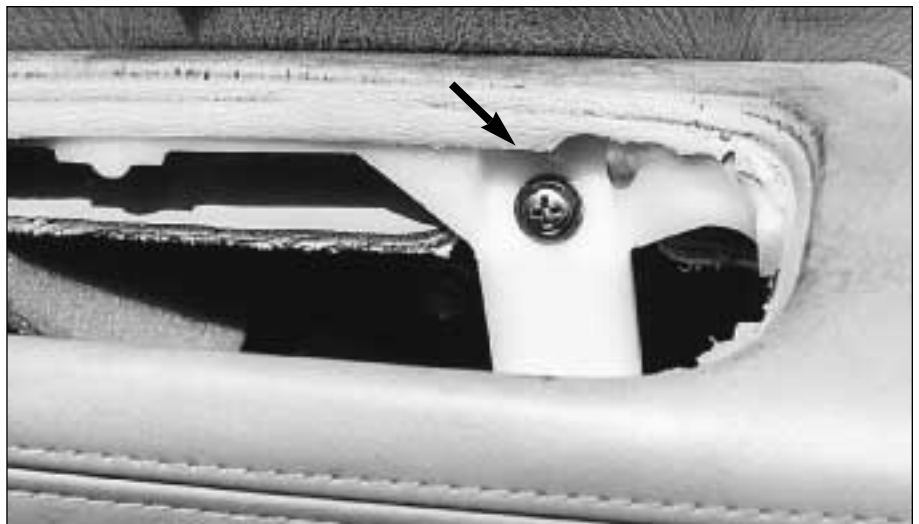
8. Next you will have to unsnap the plastic trim around the inside locking button and door release lever. Use a small flat blade screwdriver to undo the top portion and undo the bottom. The trim cove can now be removed.





9. Unsnap the front section of the control unit with a small screwdriver.

10. Under the control unit is a hidden panel screw, it will have to be removed.

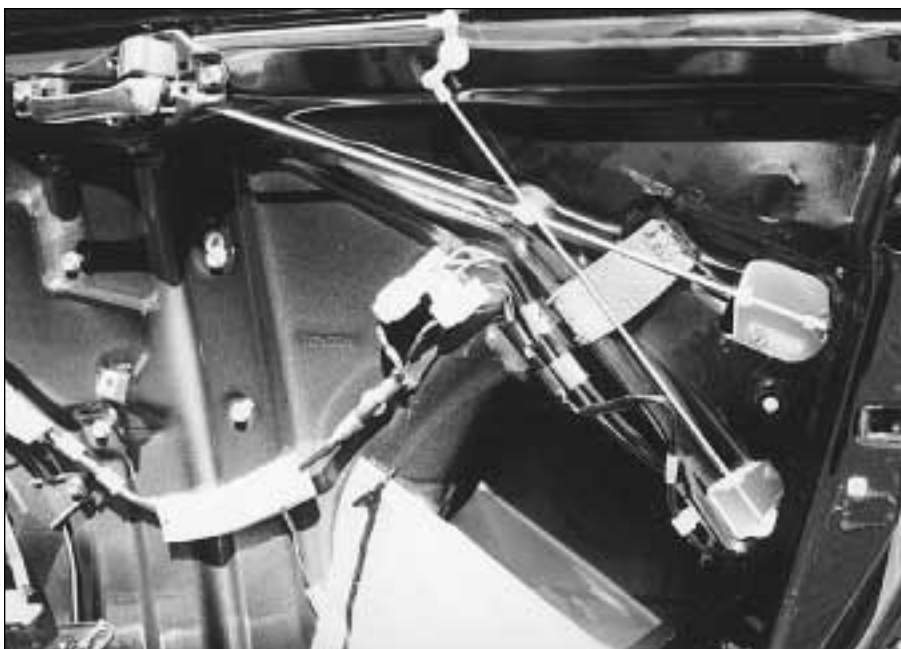
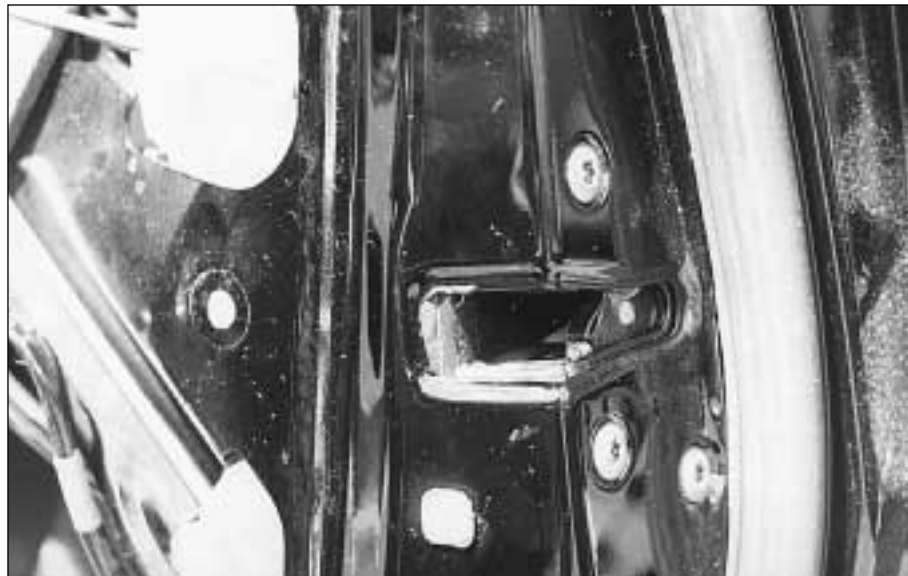


11. The panel can now be removed. It uses the standard, plastic push-in style fasteners. A view of the door panel removed. The door lock computer is mounted near the front of the door.

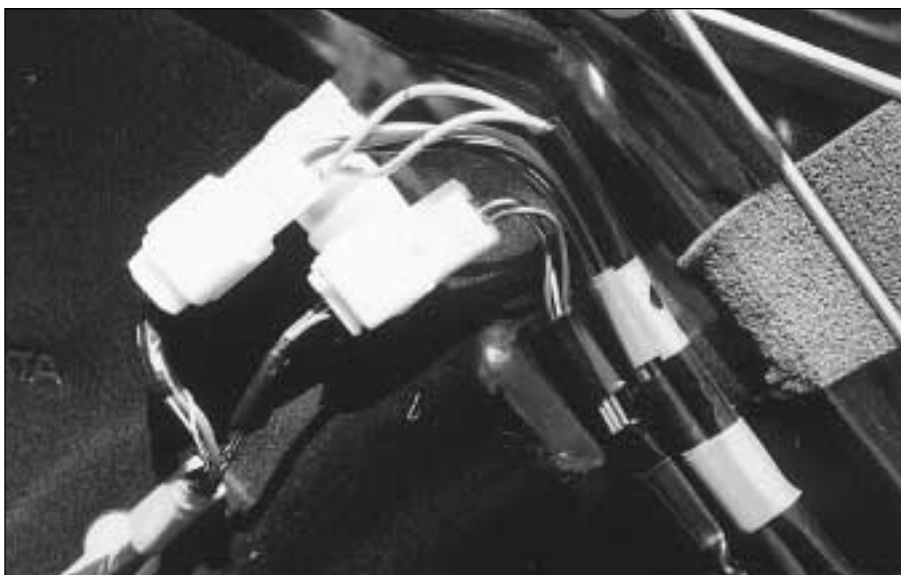


12. A close-up view of the door lock computer.

13. First we have to fool the car's computer into thinking the door is closed. Push in the latch as if the door was closed. Don't forget to unlock when you want to actually close the door.



14. A view of the wiring and door control linkage.



15. The lower of the two wiring connections is the one you are after. Unsnap the lower connector. The side you want is the end that leads back into the dash.

16. Jump the center wire (white with black stripe and tan spots) with the one on the right (green with tan spots).



17. Now, as long as the Valet switch lock cylinder is not in the locked position, the trunk release switch should be active again. If the Valet switch lock is in the locked position you will have to drop the lower dash panel. Don't worry, we'll show how easy it is.



18. There are two screws on the very bottom trim cover that have to be removed. The cover will now unsnap.



19. Remove the two 10mm bolts on the lower dash panel. There is one on the left and one on the right.



20. Remove the 10mm bolt hidden in the cavity in the Parking brake pull-lever.



21. There are two more fasteners under the padded trim cover that sits on top of the ignition cylinder.



22. Use a small flat-bladed screwdriver to remove the trim cover that attaches to the illumination ring on the ignition cylinder.



23. The trim ring removed.

24. The padded trim cover can now be unsnapped from the dash. Use a flat-bladed screwdriver on the bottom. As you can see in this picture the trim cover is still on the ignition's illumination ring. If you remove the padded trim piece without removing the trim cover ring you will probably break the illumination ring.



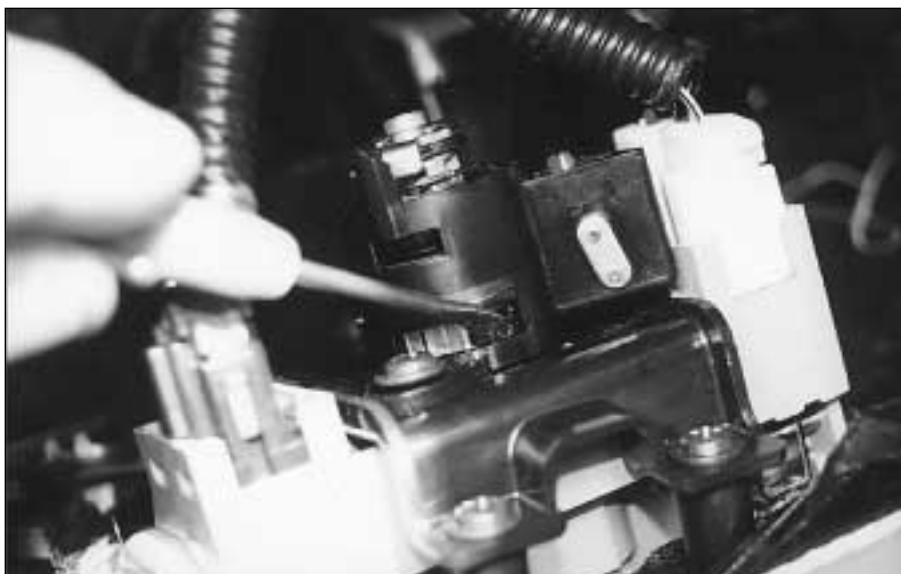
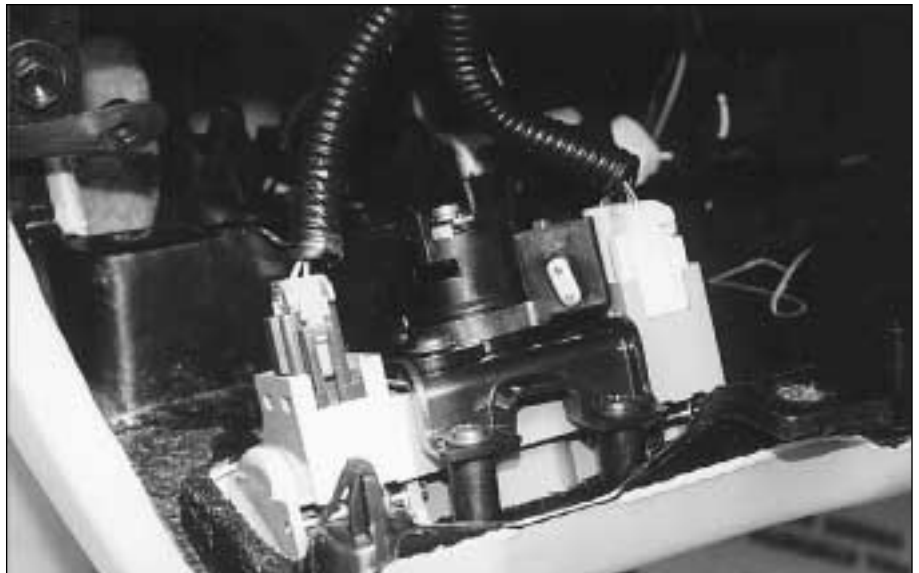


25. A view of the ignition lock after the padded trim cover piece has been unsnapped.



26. Remove the 10mm bolt on the left side and the Phillips-head screw on the right. The lower dash panel can now be unsnapped and lowered.

27. On the backside of the Valet switch lock cylinder is a metal wire clip that partially encircles the lock. Remove the wire clip.



28. Use a screwdriver to push-in on the black plastic tab in the lock cylinder, this will allow the cylinder to travel forward to the unlock position. The trunk release should now be active.

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